

(2) *Election Law and Implementation*—(a) The system to resolve complaints and grievances within the time required was insufficient to address the large number of appeals that were made. This potentially precluded some candidates from participating in the elections.

(3) *Election Management & Conduct*—(a) A lack of standardized procedures and training of local polling station workers resulted in disparities in conditions between polling sites. Although this may not have been intentional on the part of authorities, it belied the fact that apparently no effort was made to educate officials on correct procedures for democratic elections.

(b) Voter lists appeared to be grossly outdated and included large numbers of voters who no longer reside in those districts.

(4) *Voter Information, Media Access & Coverage*—(a) Although technical problems and a lack of media sources exist in Armenia, insufficient press coverage resulted in significantly large numbers of voters not knowing anything about candidates, platforms, or referendum issues.

(b) The heavy involvement of the executive branch of government, through the broadcasting and distribution of biased information to voters and displayed at polling sites, greatly overshadowed opposition points on view regarding the referendum and the campaign.

The Delegation wishes to note that although procedural and technical violations were witnessed in some polling stations, this generally appeared to be due to poor organization by local officials. Proper procedures at polling stations were observed to be more the rule than the exception. Adherence to the one-man one-vote principle was generally observed, as was the sanctity of the secret ballot. The Delegation also wishes to emphasize that a multiple number of parties and points of view were represented in the election and there appeared to be a definite choice between candidates. This combination of circumstances allowed for generally free election activity on July 5. Pre-election flaws, however, marred overall election fairness.

Although the conduct of the elections and referendum in Armenia was not perfect, the Delegation urges the Armenian population to continue to strive for the republic's future democratic development through continued high turnouts in subsequent run-off elections.

The Delegation will immediately send its initial findings to the Annual Session of the OSCE Parliamentary Assembly, currently meeting in Ottawa, Canada, and will present its final report to the subsequent Annual Session of the OSCE Parliamentary Assembly in Stockholm, Sweden, scheduled for July 2-6, 1996.

Further information can be obtained from Mr. Eric Rudenshiold, Program Director of the OSCE Parliamentary Assembly: Raadhusstraede 1, 1466-Copenhagen K, Tel +45 3332 9400, Fax +45 3332 5505

Congressman, it was an honor to represent you and your constituent interest in officially observing the recent Armenian elections. Thank you for permitting us the opportunity.

In closing, we add our appreciation to:

The Lincy Foundation for its generosity in making our mission possible without cost to American taxpayers, especially Jim Aljian for handling details superbly.

The Armenian Assembly of America, especially Tim Jemal of its Washington office and Edith Khachatourian and her staff in Yerevan for visit logistics.

The Armenia National Committee of America, especially Chris Hekimian, its Governmental Affairs Director, for so helpfully preparing us with information.

The Embassy of the Republic of Armenia, especially Ambassador Rouben Shugarian and First Secretary Tigran Martirosian for visa and related help.

The Armenian Technology Group (ATG), especially Executive Director Varoujan Der Simonian of Fresno and Chairman Dr. Arthur O. Hazarabedian of Lafayette, California for effective examples of assistance.

The American Embassy in Yerevan, especially Ambassador Harry J. Gilmore, Deputy Chief of Mission Ted Nist, and USAID Representative (Caucasus Regional Office) Fred E. Winch for hospitality and briefings.

ENERGY AND WATER DEVELOPMENT APPROPRIATIONS ACT, 1996

SPEECH OF

HON. STEVE GUNDERSON

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 12, 1995

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 1905) making appropriations for energy and water development for the fiscal year ending September 30, 1996, and for other purposes:

Mr. GUNDERSON. Mr. Chairman, my amendment would restrict the Corps from using funds appropriated under this bill to study the capacity needs of the Mississippi River above Lock and Dam 14 in the vicinity of Moline, IL, and Bettendorf, IA. The amendment explicitly protects the Corps' environmental baseline studies required to comply with the National Environmental Policy Act.

The Gunderson amendment is necessary because the resources required to improve the lock and dam system will be available only for those locks and dams that are insufficient to handle increasing commercial barge traffic. For that reason, we must limit the resources appropriated under this bill to those locks where navigation improvements are most needed.

The Upper Mississippi River System is extremely rare among large rivers. It is a vital navigation channel and its five refuges provide vital habitats for fish and waterfowl of all types. Recreation on the upper river yields \$1.2 billion annually in economic benefits. For these reasons, Congress has recognized the Upper Mississippi as a dual-purpose waterway: a nationally significant ecosystem and a significant commercial navigation system.

Congress authorized the current 9 foot navigation channel and system of locks and dams in 1930. The system has flourished ever since, and today the Upper Mississippi System includes 37 locks and dams and over 360 terminals. The navigation system carries a large portion of this Nation's coal and corn—over half the corn exported from this country is shipped via the Upper Mississippi River by barge.

Gradual increases in commercial barge traffic, especially in the last 30 years, have strained the lock and dam system on the lower portion of the Upper Mississippi River. Cargo transported on the Upper Mississippi has increased from about 27 million tons in 1960 to 91 million tons in 1990—about a 340-percent increase. Because many of the locks were designed to handle only a fraction of this traffic, backlogs on the lower locks have

formed. Much of this is due to the confluence of several large rivers below Lock and Dam 20—the Missouri River, the Illinois Waterway, and the Upper Mississippi.

Evidence of the delays on the lower locks has begun to mount. In a November 1994 newspaper article, the Corps indicated that there is a bottleneck at four or five locks just above St. Louis. Barges delayed because of heavy traffic cost consumers, farmers and businesses a great deal of money. In 1992, tows at the Upper Mississippi River locks 20 through 25 were delayed a total of 87,000 hours at a cost of \$35 million.

Mr. Chairman, the Corps began the Upper Mississippi River-Illinois Waterway System Navigation Study in 1993 to assess the need for expansion at all 37 locks in the system. In addition, the study is designed to determine the potential impacts on the river, navigation, the economy and the environment and to prioritize infrastructure improvements over a 50-year time frame. Although I agree with the need to assess the needs for additional investment on a system-wide basis, Mr. Chairman, the fiscal realities are that no significant lock and dam improvements will be done above Lock and Dam 14. In fact, the Corps itself does not foresee any major improvement projects in that area before the year 2050.

At a time when the Congress is trying to balance the budget in 7 years, we must insist that the money we do allocate is used efficiently. Locks 1 through 14 on the Upper Mississippi have the lowest proportion of traffic, so substantial navigation improvements are not a high priority in that area. My amendment would recognize this need by restricting the Corps' navigation study to the lock and dam system below Lock and Dam 14 near Moline, Illinois. However, the amendment specifically allows the Corps to fulfill its responsibilities for conducting baseline environmental studies under the National Environmental Policy Act, and for determining the economic impacts of projects on the lower portion, if such impacts can reasonably be foreseen above Lock and Dam 14.

Substantial improvements on the first 14 locks on the Upper Mississippi River will not be funded in the next 50 years because the Inland Waterway Trust Fund does not have sufficient funds to pay for such improvements. Improvements on the inland navigation system, including on the Mississippi River, are funded 50 percent by the Federal Government and 50 percent by the inland Waterway Trust Fund. The commercial navigation industry supports the trust fund through a fuel tax.

Assuming a current rate of increase, the trust fund will not even be able to support major improvements to the most heavily congested locks on the upper river, let alone locks 1 through 14. In fiscal year 1994, the trust fund had a net increase—receipts minus appropriations—of \$21 million; in fiscal year 1995, the trust fund had a net increase of \$43 million. Assuming a net increase of \$50 million a year, and not considering other construction projects undertaken by the Corps—for example, Ohio River improvements, by the year 2025, the Inland Waterway Trust Fund would only contain approximately \$1.8 billion. The cost of building a new lock, by Corps estimates, is \$350 million. Given that, construction of six new 1200 foot locks in the most congested areas of the river would cost as much as \$2.1 billion in fiscal year 1995). The trust

fund's 50-percent share would be enough only to cover the required projects if the Corps did not undertake navigation projects on any other river.

Given that estimate, and by the Corps' own conservative estimates, new projects above Lock and Dam 14 seem unlikely. According to a Corps analysis of the trust fund through 2025, under a scenario considering the very highest possible revenues, projects above Lock and Dam 14 could not feasibly be undertaken until well after 2025. That analysis estimates a balance of \$22.6 million at the end of

2024, with estimated receipts of \$161.3 million for fiscal year 1995. In order to avoid a trust fund deficit, only 5 of the most important 6 projects, all below Lock and Dam 20, could even be started before 2025.

Mr. Chairman, I appreciate the importance of commercial navigation on the Upper Mississippi River and believe it is important to assess the needs for navigation improvements to the lock and dam system. I offer this amendment to limit the geographical scope of the study, however, because I do not want to see scarce and valuable resources used to exam-

ine a portion of the lock and dam system that will not see any significant structural improvements for the next 50 years. Any study of the system above Lock and Dam 14 completed now would, without a doubt, have to be repeated by the time new projects in that area were undertaken, as the Corps, quite understandably, does not have the modeling capabilities to accurately foresee 50 years into the future. So let's not expend energy and money on a study that will not provide any useful results.